

May 15, 2025

The Honorable John Thune
Majority Leader
U.S. Senate
Washington, D.C. 20510

The Honorable Chuck Schumer
Minority Leader
U.S. Senate
Washington, D.C. 20510

Dear Senate Leaders:

America's trucking industry and the 8.5 million Americans who work in trucking-related jobs seek your urgent attention in preventing the nation's next supply chain crisis. As leaders of our nation's state trucking associations, which are part of a federation representing over 37,000 motor carriers of all sizes and specializations, we write to strongly encourage Senate passage of resolutions that will rescind waivers granted to the State of California to enforce unworkable emissions regulations for heavy-duty trucks.

Trucking is the primary mover of more than three-quarters of American freight, and 80% of communities nationwide rely on the industry as the solitary mode of transportation providing freight services. The waivers allowing California and multiple states to enforce the California Air Resources Board's (CARB) Advanced Clean Trucks (ACT) and Low NOx Omnibus regulations will set the trucking industry up for failure and upend the supply chains that consumers nationwide rely on.

We celebrated the bipartisan vote in the House of Representatives that sent these resolutions to the Senate for approval. Unless Congress intervenes and takes back the keys from California, equipment costs will skyrocket, and the sale of newer and cleaner diesel-powered trucks will be severely limited in California and several states adopting California standards. Ensuring uniform, achievable federal emissions standards will help to facilitate interstate commerce, empower the safe and efficient delivery of freight, and provide more certainty for businesses planning for future growth.

This matter is incredibly urgent. California-led standards are already having a significant impact in states that have adopted them and beyond. Sales targets for the ACT regulation mandate that manufacturers progressively increase zero-emission vehicle sales beginning in the 2024 model year, increasing to 40% of all Class 7-8 tractor sales by the 2035 model year. The Low NOx Omnibus requirements, which took effect in 2024, further complicate the situation by imposing stricter nitrogen oxide emission standards for heavy-duty vehicles, adding significant costs and compliance burdens. With purchase cycles already underway, fleets are now facing difficult decisions that will affect their operations and costs for years to come.

We speak on behalf of our members nationwide and the entire trucking industry in thanking Congress for acting to rein in unworkable CARB regulations formulated by bureaucrats with insufficient industry engagement or mindfulness of the consequences. The trucking industry's dedication to serving our nation and economy is unwavering, and we are grateful for the support of Members of Congress who are willing to help the industry continue delivering on that critical mission.

Sincerely,

Alabama Trucking Association

Alaska Trucking Association

Arizona Trucking Association

Arkansas Trucking Association

California Trucking Association

Colorado Motor Carriers Association

Motor Transport Association of Connecticut

Florida Trucking Association

Georgia Motor Trucking Association

Hawaii Transportation Association

Idaho Trucking Association

Illinois Trucking Association

Indiana Motor Truck Association

Iowa Motor Truck Association

Kansas Motor Carriers Association

Kentucky Trucking Association

Louisiana Motor Transport Association

Maine Motor Transport Association

Maryland Motor Truck Association

Trucking Association of Massachusetts

Michigan Trucking Association

Minnesota Trucking Association

Mississippi Trucking Association

Missouri Trucking Association

Montana Trucking Association

Nebraska Trucking Association
Nevada Trucking Association
New Hampshire Motor Transport Association
New Jersey Motor Truck Association
New Mexico Trucking Association
Trucking Association of New York
North Carolina Trucking Association
North Dakota Motor Carriers Association
Ohio Trucking Association
Oklahoma Trucking Association
Oregon Trucking Association
Pennsylvania Motor Truck Association
Rhode Island Trucking Association
South Carolina Trucking Association
South Dakota Trucking Association
Tennessee Trucking Association
Texas Trucking Association
Utah Trucking Association
Vermont Truck & Bus Association
Virginia Trucking Association
Washington Trucking Associations
West Virginia Trucking Association
Wisconsin Motor Carriers Association
Wyoming Trucking Association